

Context Sensitivity and Scale through Infill Development Standards



What are the purposes of Infill Standards?

Infill development standards are intended to preserve the basic feel of a street by allowing new development that complements existing construction by respecting existing design elements that help define the public space (building and lot rhythm, setbacks, bulk, and height).

Where do Infill Standards apply?

In the Urban Tier

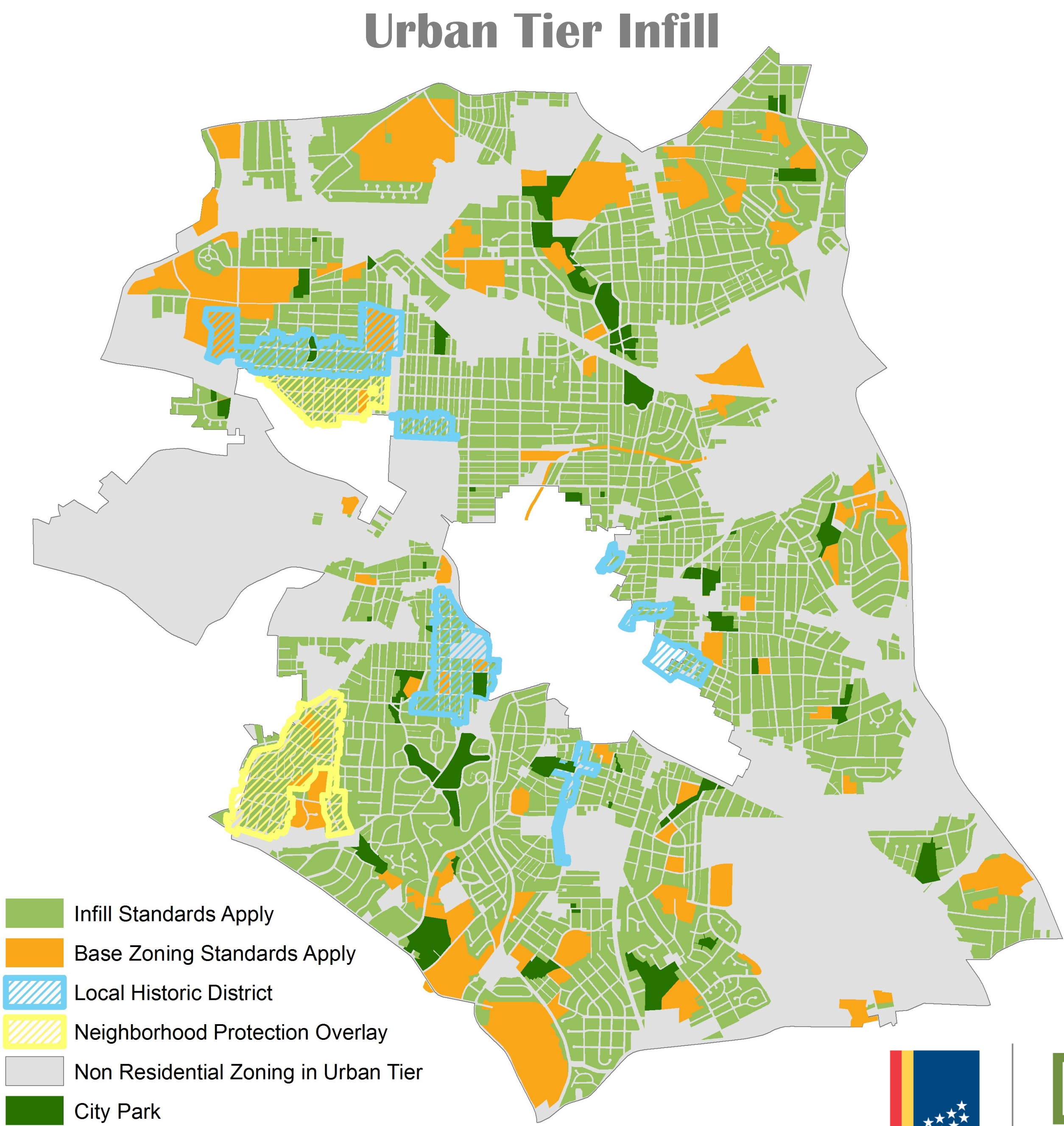
- Applies to new construction or to modifications of existing residential buildings located on sites less than 4 acres in a residential district
- Applies broadly in the Urban Tier (see map)
- Additional overlays may apply, such as Local Historic Districts or Neighborhood Protection Overlays

In the Suburban Tier

- Applies to multifamily development located on sites less than 4 acres that are surrounded on all sides by single-family residential development
- Much less prevalent in the Suburban Tier

Urban Infill Standards

If a standard is not explicitly called out in UDO Section 6.8 Infill Development in Residential Districts, the base zoning regulation applies.



Planning

Applicability

Current Rule	As noted above, primarily applies to residential projects under four acres in all RU districts in the Urban Tier.
Proposal	Extend same applicability to RU districts in the Suburban Tier.
Rationale	When the tier boundaries were adopted, a few residential areas that had RU zoning districts were within the Suburban Tier. This revision attempts to apply the same standard through all RU districts, since the development characteristics are similar regardless of the tier.

Lot Width

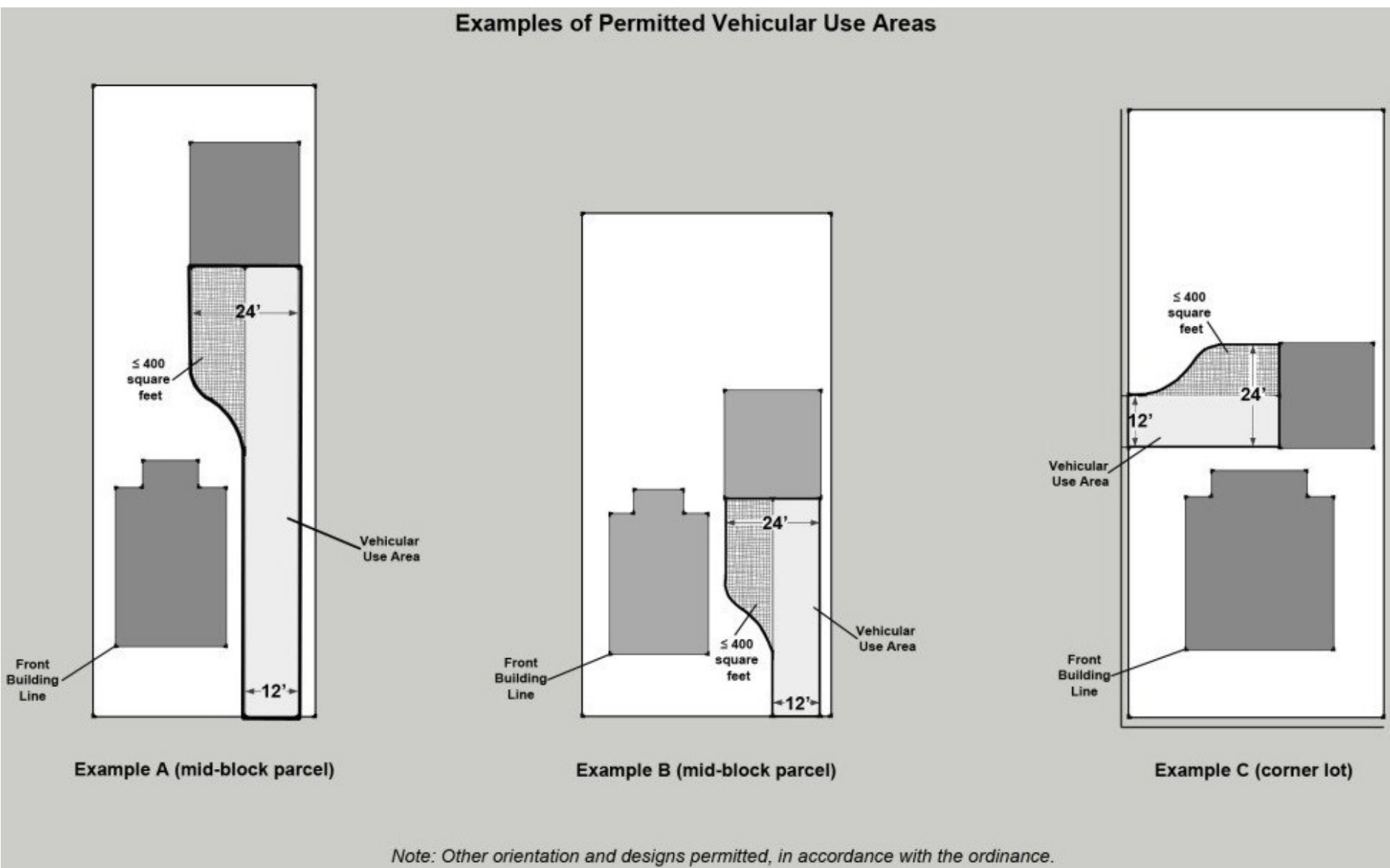
Current Rule	The lesser of the: <ul style="list-style-type: none">• Minimum lot width is the average width of adjacent lots fronting the same linear block; or• The median of the widths for all other lots fronting on the same linear block.
Proposal	Eliminate lot width from Infill Standards. Default back to base zoning district standards.
Rationale	This standard did not account for blocks with unusual platting, and would make any proposal for reduced lot sizes moot.

Height

Current Rule	Cannot exceed the lesser of: <ul style="list-style-type: none">• The maximum zoning district height; or• More than 14 feet taller than an adjacent structure, except those that are more than 25 feet from the adjacent structure
Proposal	<ul style="list-style-type: none">• Maintain the 14 foot allowance but remove the 25-foot condition.• Add additional clarification regarding which structures are used to determine comparative height.
Rationale	The current wording is confusing and leaves for interpretation which neighboring houses should be used to compare height. It is also silent for when neighboring lots are vacant.

Driveways

Current Rule	On-site parking should be placed to the rear of the structure or the predominant location within the context area.
Proposal	<ul style="list-style-type: none">• Driveways limited to 12 feet wide, but can expand up to 24 feet wide to accommodate garage access and parking if:• It is behind the front building line• Is further than 20 feet from the front property line, and;• Does not exceed 400 square feet
Rationale	Proposals are intended to limit the amount of impervious surface on site and to minimize the visual impact of parking. Standards reflect those applied to the Old West Durham NPO.



Parking

Current Rule	<ul style="list-style-type: none">• Current standards require each housing unit accommodate two parking spaces. Affordable housing dwelling units are exempt.• Required spaces can be accommodated on the street, so long as there is enough (23 feet) of unimpeded space• In instances where there is a conflict between the street yard, no parking is required (included in recent omnibus text amendment TC1800002)
Proposal	No change proposed

Street Yard

Current Rule	The building may be placed anywhere between the smallest and the largest street yards on the block face (but not less than 5 feet from the edge of the ROW)
Proposal	No change proposed

Building Width

Current Rule	New construction is limited to a width no more than 25% greater than the average building width for the block face
Proposal	No change proposed

Landscaping

Current Rule	Continue the established pattern of street yard trees.
Proposal	In addition to required street trees, at least one tree must be planted or preserved to the rear of the primary structure.
Rationale	<ul style="list-style-type: none">• Street trees are already required elsewhere in the ordinance, and the current rule is subjective.• Requiring an additional tree in the backyard is intended to help maintain a tree canopy, and can also limit the amount of paving and impervious surfaces. This standard has been applied to the Old West Durham NPO.

Access, Garages, and Main Entrances

Current Rule	<ul style="list-style-type: none">• If there is an alley, all vehicles should access the property via the alley; if a garage faces the street, a single garage entrance cannot be more than 22 feet wide.• Structures other than single and two family structures, must have a main entrance that faces the street .
Proposal	No change proposed